



Greensboro Urban Area Metropolitan Planning Organization

Greensboro Urban Area Thoroughfare Plan

Proposed Amendments

<i>Adoption Status</i>	
Transportation Advisory Committee	May 28, 2003
Board of Transportation	Pending

LEAD PLANNING AGENCY:

City of Greensboro Department of Transportation
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Introduction

Background

The proposed amendments to the Greensboro Urban Area Thoroughfare Plan are based primarily on the need to plan for future freeway connections in the airport area. The first level of planning work for these facilities was conducted through the Airport Area Transportation Study (AATS), a joint project of the MPO, PART, NCDOT, and other regional planning partners.

The AATS documents the substantial need for: 1) a revised I-73 route connected to the Western Urban Loop, 2) an I-40 / NC 68 / I-73 Connector, 3) a Forsyth Airport Connector, and 4) a Sandy Ridge Road Extension. The study assessed sixteen sets of alternative conceptual corridor locations. These were narrowed down to four for closer examination and public review and comment. The study recommended an alternative based on: 1) its expected efficiency and effectiveness in serving future traffic demand; 2) on an effort to minimize negative environmental impacts; and 3) in consideration of public comments received. See page 5 for more information on this recommendation.

The proposed Thoroughfare Plan Amendments would incorporate the conceptual corridor locations identified by the AATS. One proposed modification would locate the I-40/NC 68 Connector slightly to the south to reduce the number of residential properties crossed by the corridor. The amendments would also change the thoroughfare plan classification of selected surface streets in the area. These recommendations are described on page 2.

The proposed Thoroughfare Plan Amendments were presented for public review between April 24 and May 21, 2003. Page 12 includes a summary of the process. Copies of all comments received, and responses provided to date are included.

What would the amendments achieve?

Amending the Thoroughfare Plan to incorporate the new conceptual freeway corridor locations will allow further study to proceed. The first step in this process would be to thoroughly reassess airport area thoroughfare and collector street connection needs in the area as part of the Long Range Transportation Plan update to be conducted over the next year. The second step in the process would be to conduct detailed environmental studies of the conceptual corridors. These studies would involve a thorough reassessment of the purpose and need of the proposed corridors in light of an extensive review of impacts to the human and natural environments. Multiple routing alternatives would be analyzed in greater detail to minimize negative impacts while meeting demonstrated transportation needs. The end result would be to determine whether the proposed corridors can move forward to project development and what alignment they would ultimately follow. The timing of this process will depend on approval to proceed from NCDOT and the Federal Highway Administration. Such approval will depend on the availability of funds to conduct the needed studies. It will also likely depend on the realistic prospect of funding availability to advance the route or routes under study into the project development process. It is recommended that the MPO, the NCDOT, and the regional partners place a high priority on entering the environmental study phase as soon as possible.

The proposed Thoroughfare Plan amendments would also affect land use decisions and planning. A brief summary is of this given on page 11.

Proposed Thoroughfare Plan Amendments

The recommended amendments to the Greensboro Urban Area Thoroughfare Plan are based on (1) the findings of the AATS; and (2) further review of proposed corridor locations, surface street connectivity needs, and public comments. The recommended conceptual corridor locations follow those identified in the AATS except where otherwise noted.

Additions

A. I-40 / NC 68 / I-73 Connector

Freeway connection from I-40 / Business I-40 to Bryan Boulevard. The location of this conceptual corridor is modified from that proposed by the AATS. The modification would shift the route south of the Quail Creek neighborhood at Cude Road to reduce the number of residential properties crossed by the corridor.

B. Airport Connector

Freeway connection from Forsyth County to the proposed I-40 / NC 68 / I-73 Connector.

C. Sandy Ridge Road Extension

Freeway connection from W. Market Street to the proposed I-40 / NC 68 / I-73 Connector.

D. Sandy Ridge Road Reclassification

Reclassify the portion of Sandy Ridge Road between I-40 and West Market Street from unclassified to Major Thoroughfare. This reclassification corresponds to the elimination of the Sandy Ridge Road Connector as a proposed Major Thoroughfare.

Deletions

1. Sandy Ridge Road Connector

Major Thoroughfare connector between Sandy Ridge Road and Pleasant Ridge Road.

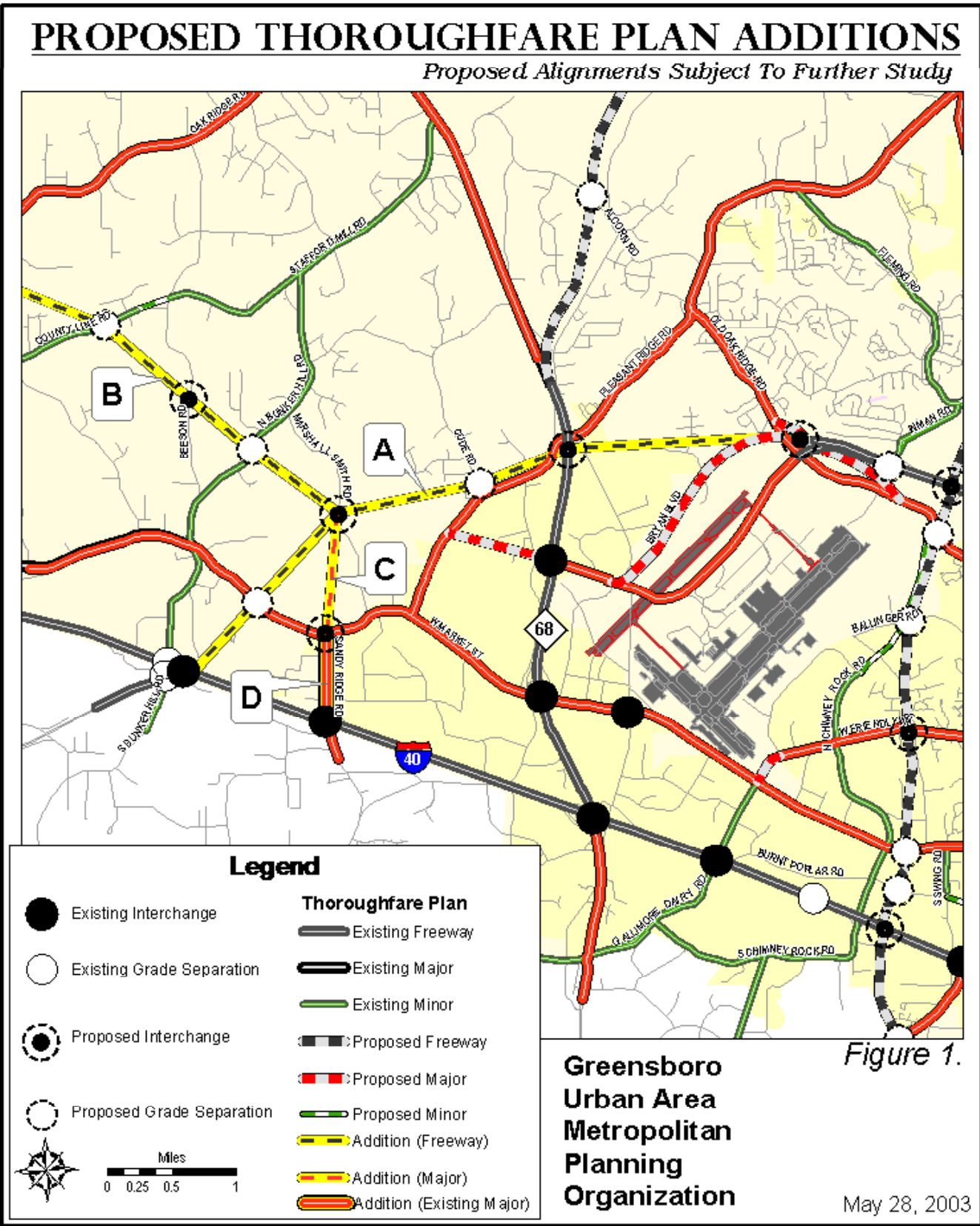
Other

The proposed amendments would **retain** the following conceptual alignment, which the AATS recommended deleting:

• Airport Parkway Extension

Major Thoroughfare connection between Bryan Boulevard and Pleasant Ridge Road. It is recommended that this connection remain on the Thoroughfare Plan pending completion of the Long Range Transportation Plan Update. This will accommodate a thorough review of thoroughfare, collector and selected local street connection needs.

Maps of Recommendations



PROPOSED THOROUGHFARE PLAN DELETION



Figure 2.

Greensboro Urban Area Metropolitan Planning Organization

May 28, 2003

Basis for Proposed Conceptual Corridor Locations

As noted in the introduction, the AATS examined multiple potential corridor locations. These were narrowed to four final alternatives (numbered one through four) for final analysis and public review. The AATS recommends Alternative 2 as the basis of the Thoroughfare Plan Amendments.

Summary materials on this recommendation are provided below. These include: 1) a brief overview of why Alternative 2 was selected (on this page); 2) a Comparison Matrix that compares environmental impacts and project characteristics (such as length and the number of interchanges) and costs, and 3) maps of the four finalist alternatives.

More information on the AATS and its findings are available on the following website:
<http://www.ncdot.org/planning/statewide/> .

Why is Alternative 2 Recommended over other Alternatives?

- It appears to best meet the stated goals of the AATS.
- It allows for a smooth I-73 movement near the airport.
- It serves the primary traffic movement, the I-40 / I-40 Business split to the northern Greensboro Loop, in a direct and efficient manner.
- It has the lowest cost estimate (nearly \$190 million) of the final four alternatives.
- It would more effectively improve air quality than the other final alternatives by giving primary traffic movements priority and providing a smooth I-73 movement near the airport
- In the Comparison Matrix, Alternative 2 appears best in 17 categories, which ties or beats all other alternatives.
- In the Comparison Matrix, Alternative 2 appears worst in 2 categories, which ties or beats all other alternatives. The worst categories for Alternative 2 appear to be business relocations and noise impacts
- The land use goals of the Guilford County Airport Area Plan appear to call for a more southern route for the Forsyth Airport Connector than offered by Alternative 1 or 3.

Alternatives Comparison Matrix

COMPARISON MATRIX

All numbers given below are estimates based on field observation and aerial photography

All numbers given in GREEN are the BEST for their category

All numbers given in YELLOW are the WORST for their category

PROJECT FACTORS	ALTERNATIVE 1	ALTERNATIVE 2	ALTERNATIVE 3	ALTERNATIVE 4
Mainline New Location Length - miles ¹	11.50	9.80	10.41	8.69
Number of new interchanges	7	5	6	4
Number of rebuilt interchanges ²	2	2	2	2
Number of grade separations (roadway)	5	5	5	7
Railroad Crossings At-grade ³	0	0	0	0
Railroad Crossings Grade Separated ³	1	1	1	1
Estimated Cost (\$Millions)	228.7	189.6	206.5	197.7
SOCIOECONOMIC FACTORS				
Residential Relocations	25	31	28	35
Business Relocations	4	5	4	4
Schools Impacted	0	0	0	0
Parks Impacted	0	0	0	0
Churches Displaced	1	1	1	1
Receptors Impacted By Noise ⁴	27	29	15	12
INFRASTRUCTURE				
Transmission Line Crossings	2	2	2	2
Gas Line Crossings	n/a	n/a	n/a	n/a
Water Line Crossings	n/a	n/a	n/a	n/a
CULTURAL RESOURCE FACTORS				
Historic Properties Impacts	medium	low	medium	low
Direct Impacts to Historic Properties	0	0	0	0
NATURAL RESOURCE FACTORS				
Stream Crossings	6	5	4	6
High Quality Wetlands Impacted (acres)	0	0	0	0
Total Wetlands Impacted (acres)	2.7	4.7	7.9	4.0
Surface Waters ⁵	0	0	0	14.6
PHYSICAL FACTORS				
Critical Watershed (acres)	0.0	0.0	0.0	0.0
Protected Watershed (acres)	418.1	356.3	378.5	316.0
Hazardous Materials Sites ⁶	0	0	0	0
OTHER FACTORS				
Traffic Movement	very good	best	very good	good / very good
Awkward I-73 Movement	no	no	no	yes

Notes: Unless otherwise noted, estimates of impacts based on 300 foot corridor (estimated right of way limits).

All impacts do not include existing TIP Projects (Greensboro Loop, Bryan Relocation, US 220-NC 68 Connector, etc.)

¹ Lengths are approximate. Mainline lengths include all new location corridors in the alternative.

² Rebuilt interchanges are those that would need to be reconstructed to accommodate a new or additional traffic

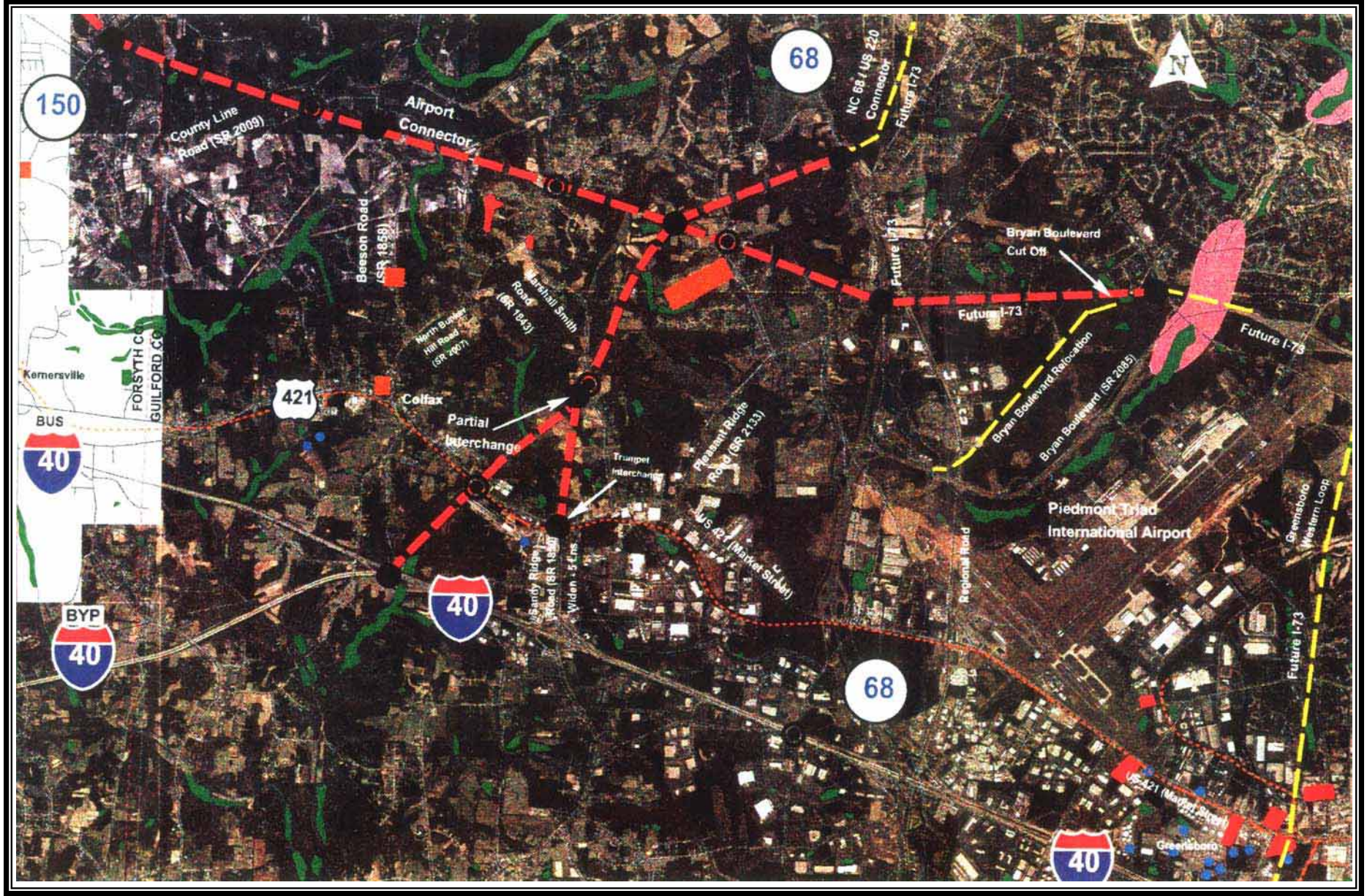
³ Includes improvements to Sandy Ridge Road (SR 1850)

⁴ Receptors are assumed to be 350 feet from roadway centerline.

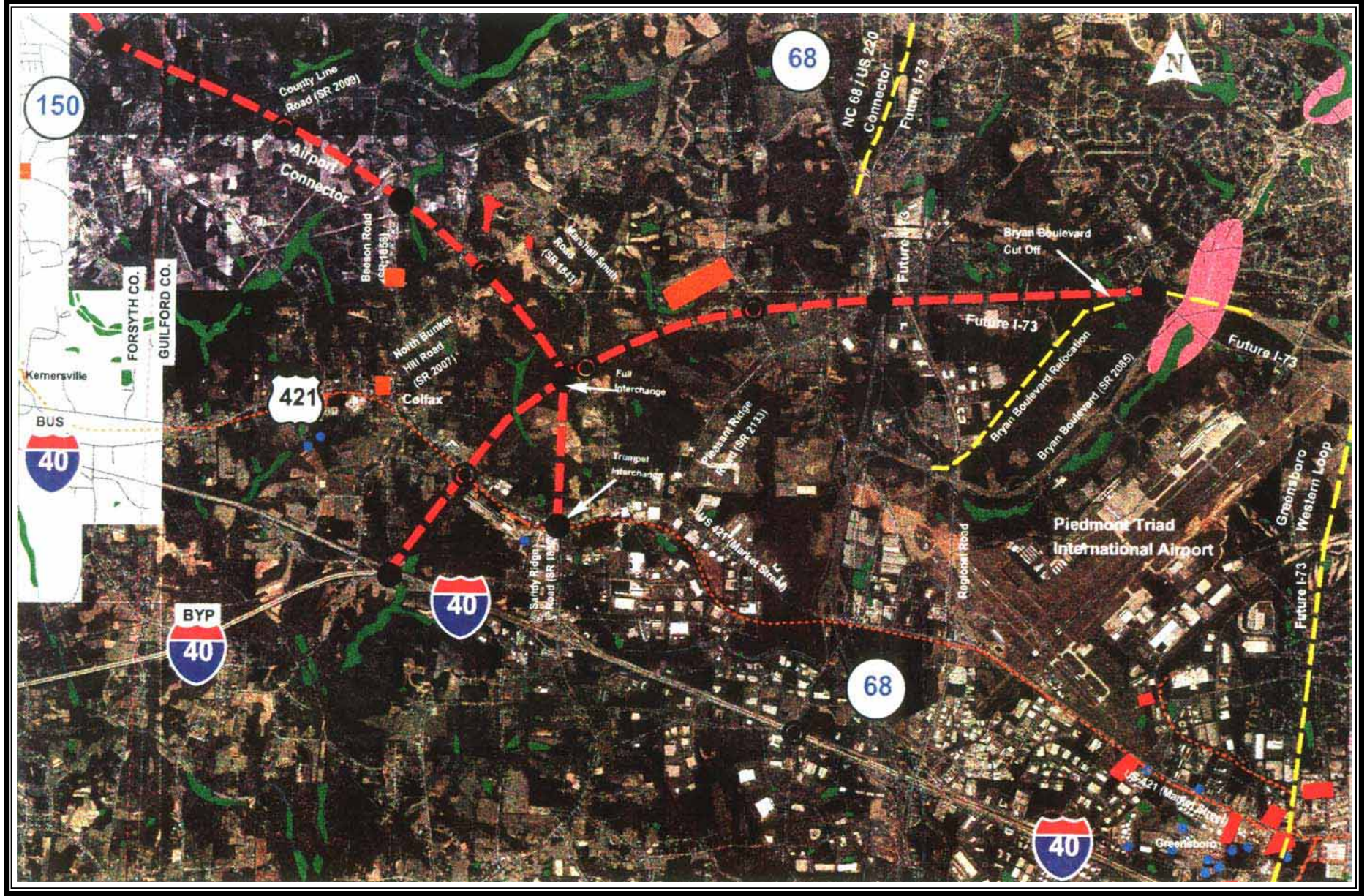
⁵ Includes ponds and lakes, includes entire pond acreage if pond is anticipated to be drained

⁶ Impacts include superfund points and sites, groundwater incidents, and hazardous waste facilities

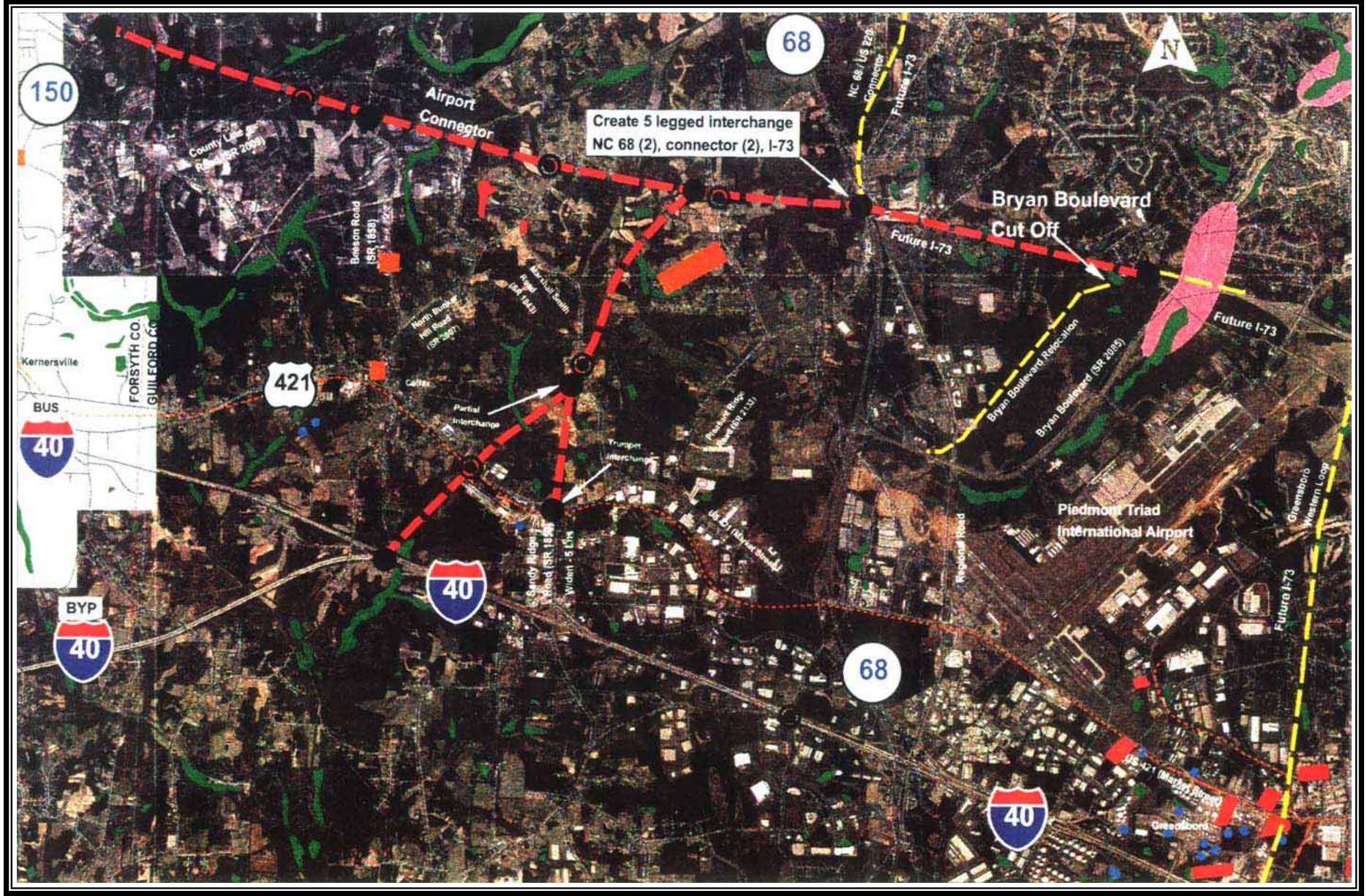
Map: AATS Alternative 1



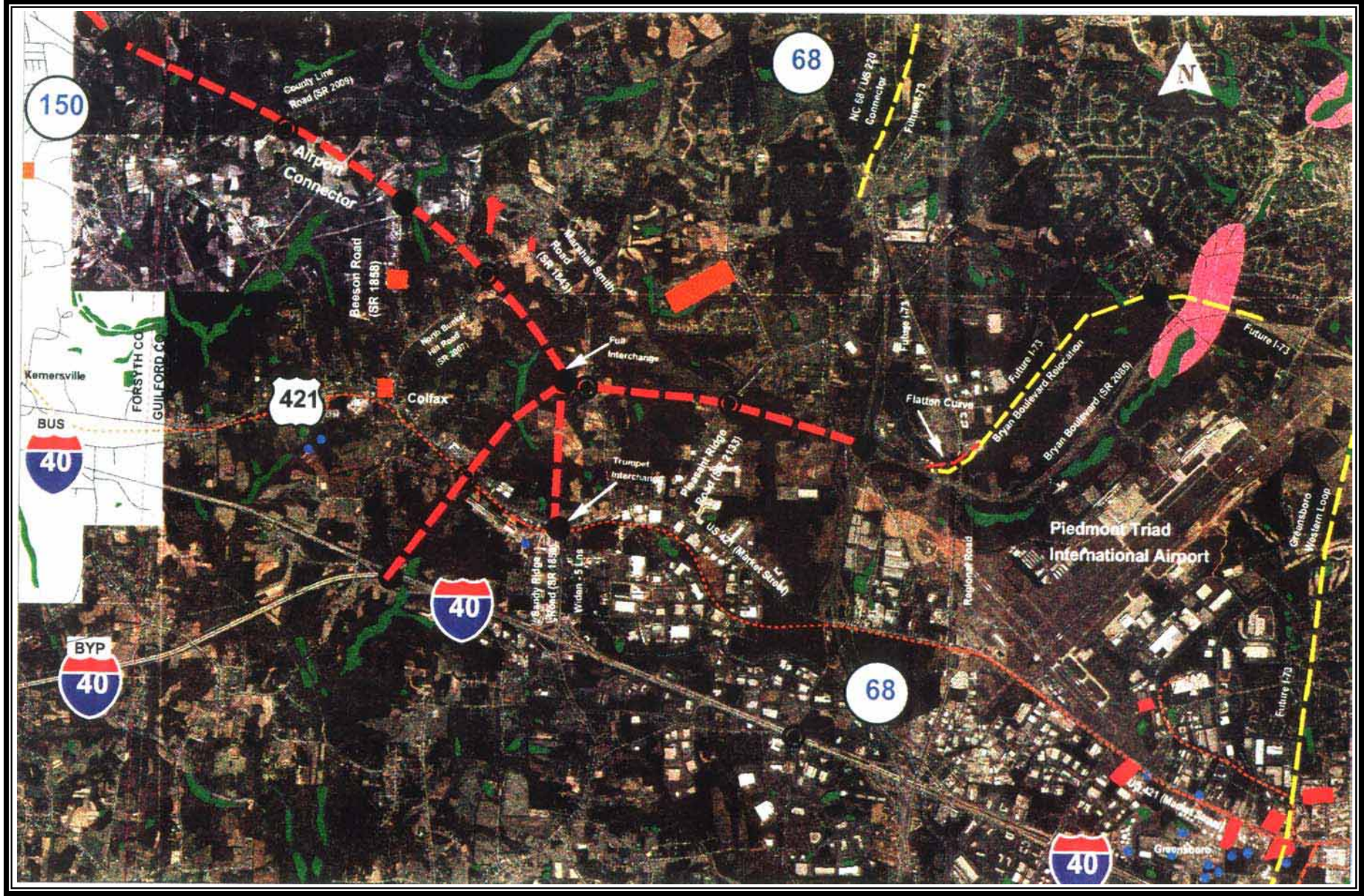
Map: AATS Alternative 2



Map: AATS Alternative 3



Map: AATS Alternative 4



The Proposed Thoroughfare Plan Amendments and Land Use

As noted on page 1, further study will be required before final corridor alignments for the proposed new freeways can be conclusively determined. This limits the ability of local governments and NCDOT to restrict development and acquire right of way in the proposed corridors.

Prior to these studies, the chief effect of including the proposed conceptual corridors on the thoroughfare plan would be to provide information to the public regarding public intent for future roadway construction. No development ordinance restrictions would apply to either approved developments, new site plan developments, or the sale or use of any property except as noted below. Limited restrictions could be applied on subdivisions and conditional use re-zonings as follows:

- An indication may be made on the plat or development plan showing the anticipated location of the corridor for informational purposes for potential buyers, sellers, and developers.
- Right-of-way dedication may be required where: 1) it would not result in a deprivation of reasonable use of the site; 2) the dedication is reasonably related to traffic expected to be generated by the site or use of the remaining land; and 3) a density transfer is feasible that allows a comparable amount of development on the remainder of the site as would have been possible without the dedication. The density transfer may be conferred across adjacent tracts under separate ownership only on a voluntary basis where the property owners propose a common development plan.

The recommended width of the proposed conceptual freeway corridors for this purpose is 300 feet, with the caveat that the proposed new corridor locations are at the conceptual stage and will require further study before final alignments are identified.

**RESOLUTION AMENDING THE THOROUGHFARE PLAN
FOR THE GREENSBORO URBAN AREA**

A motion was made by TAC member Don Vaughan and seconded by TAC member Bob Landreth for the adoption of the following resolution; and upon being put to a vote, was duly adopted.

WHEREAS, the Greensboro Urban Area Thoroughfare Plan is an element of the adopted 2025 Greensboro Urban Area Long Range Transportation Plan in accordance with Federal regulations and NCGS 136.66-2, and;

WHEREAS, the Piedmont Triad Airport Area Transportation Study (AATS) has been prepared jointly by the NCDOT, the Greensboro Urban Area MPO, the High Point Urban Area MPO, the Winston-Salem/Forsyth MPO, and PART; and

WHEREAS, the MPO staff, area land use planners, and NCDOT Statewide Planning Branch staff identified and validated individual amendments to the Thoroughfare Plan in response to land use regulation and transportation system needs identified through the development of the AATS; and

WHEREAS, development of the attached Thoroughfare Plan Amendments used a public involvement process that fully complies with the MPO's Public Involvement Plan, and was supplemented by consultation with affected stakeholder agencies;

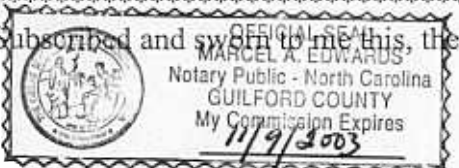
WHEREAS, amendments to the Thoroughfare Plan are to be adopted by both the Transportation Advisory Committee and the North Carolina Board of Transportation.

NOW, THEREFORE, be it resolved that the Transportation Advisory Committee hereby adopts the attached Thoroughfare Plan Amendments for the Greensboro Urban Area, and transmits these amendments to NCDOT for approval by the Board of Transportation.

I, Sandy Carmany, TAC Chair
(Name of Certifying Official) (Title of Certifying Official)

do hereby certify that the above is a true and correct copy of an excerpt from the minutes of a meeting of the Greensboro Urban Area TAC duly held on this, the 28th day of May, 2003.

Sandy Carmany
Chair, Transportation Advisory Committee

Subscribed and sworn to me this, the 28th day of May, 2003.
 Marcel A. Edwards
Notary Public

My commission expires 11/9/2003.

May 28, 2003

Resolution Adopting AATS Thoroughfare Plan Amendments

Page 1 of 1

Public Involvement

The Airport Area Transportation Study process included an informal public meeting which was held on November 14, 2002. This meeting initiated a public comment period which ended on November 30, 2002. Comments received during this period were included and addressed in the final AATS Report.

The proposed Thoroughfare Plan amendment process also included an informal public meeting, which was held on April 24, 2003. This meeting initiated a public comment period, which ended on May 21, 2003. PART served as the recipient and compiler of the comments. Comments received during this period, and accompanying responses by the MPO, PART, and NCDOT are included here.

A total of 106 unique comments were submitted to PART. The following analysis provides a general summary of the comments received.

- 4 comments support Alternative 2
- 76 comments support Alternative 3
- 6 comments support Alternative 4
- 10 comments support a "No-build" scenario
- 10 comments spoke directly against Alternative 2, but did not show a preference for another alignment set

The first comment block consists of a series of questions submitted to PART and GDOT by the Homeowners Association representatives of the Quail Creek, Woodfield, and Bull Run neighborhoods. These questions were answered by PART in collaboration with NCDOT and GDOT staff.

"Questions for PART/DOT

The goal of thoroughfare planning is to meet the anticipated needs of the Triad Area in the most efficient and least damaging manner possible. Planning now for future facilities will minimize impacts to homes, businesses, and environmentally sensitive areas in the future when new transportation facilities are needed.

1. Which homes specifically were identified as the 31 impacted in Alt 2?

Answer: The 31 homes are the anticipated impacts based on aerial photography and field investigation. At the thoroughfare planning stage, we typically do not individually identify the homes taken since right of way is not going to be purchased at this time.

We are in the thoroughfare planning stage, the first step in the process in getting a project built. The final corridor will be chosen after the project is funded, detailed environmental studies are conducted. Property owners will be contacted when one of the project alternatives during this project would impact that property. After careful consideration, a least environmentally damaging practical alternative (ledpa) is chosen, which is the final corridor. This process takes 10-12 years after the project is funded. The projects identified in Alternative 2 are not funded. In fact, after the environmental study, Alternative 2 may not be the chosen alternative! However, we feel at this time it is the best alignment to begin the process.

Public Involvement

2. Which 3 businesses?

Answer: A similar answer as #1. The business are those to make way for the interchange at NC 68. A car rental shop, plumbing, and a well drilling operation will likely be impacted with the interchange with NC 68.

3. Which church?

Answer: The church near the intersection of Sandy Forks and Market Street.

4. What pond?

Answer: Between Brigham and Cude Road, north of Pleasant Ridge Road.

5. Did the cost of Alt 2 include the cost of acquiring these homes specifically (using an average cost of \$275K for our neighborhoods)?

Answer: The cost estimates were a quick way of comparing alternatives using a common criteria and not meant to be final estimates. Costs were one of many of the criteria used in comparing alternatives.

The cost estimates did not do specific property research for parcel by parcel costs. The cost estimates for the homes were based on an average \$150,000 per home. Although the \$275,000 homes are on the higher end, there are many impacted trailers within the corridors which bring down the average. In fact, there are more trailers impacted than \$275,000 homes.

6. Did the comparison costs for all of the Alternative include all the same costs of acquiring homes & relocating businesses?

Answer: No, the costs varied depending on the number of impacted homes and businesses.

7. None of the maps show Bull Run and it is in fact only about a year old. Clearly, at least some of the homes in this neighborhood will be acquired in Alt #2. Was that included in the costs for Alt 2?

Answer: The entire Bull Run subdivision is located on the aerial photography. Alternative 2 runs north of that subdivision and clearly misses it. However, many of the trailers on the other side of the road near that subdivision are impacted.

All the impacts for that area are included in cost estimates for Alternative 2.

8. Why wasn't the cost of re-locating Bryan Blvd. factored into the cost equation (it's listed as a "disadvantage" to Alt 2 because it becomes virtually useless when these highways are completed)? What about the cost of the homes that were destroyed for this relocation?

Answer: Bryan Boulevard is in the 2004-2010 Transportation Improvement Program. This study is only identifying new corridors and improvements that are not included in a locally adopted plan. This project is identified on both Greensboro's Long Range Transportation Plan and Thoroughfare Plan. Since this project is assumed to be built in 2025, it is not assumed in the cost estimates.

The relocated Bryan Boulevard will give access to the airport.

Public Involvement

9. Why was a different multiplier used to calculate cost for Alt 2 vs. Alt 1, 2 & 3?

Answer: I am not sure where you are getting your information. The multipliers shown on my cost estimates are 1.17, which is consistent for the four cost estimates. The multiplier is simply bringing the cost estimates, based on past data, more in line with the roadway inflation we have experienced the last few years.

10. The Woodfield entrance is completely cut off in Alt 2. What is the plan for these residents to access their neighborhood? Was that cost included?

Answer: There has been no detailed plan for roadway access to the neighborhood. If DOT cannot provide access to those properties, they will be purchased. However, there are opportunities for service roads and structures that could provide access, so I am doubtful access will be cut off. Access plans will be investigated after the project is funded and environmental studies begin.

11. The Caffey estate looks as if it is bisected and there is a pond on this estate. Was this considered?

Answer: Yes. Since the pond is identified as a wetland area in the environmental mapping, the acreage is included in those estimates. All impacts to wetlands were minimized to the greatest extent possible.

12. Will the water tower at Pleasant Ridge and 68 be destroyed? Was this cost and the associated cost of replacing it considered?

Answer: Yes, the water tower will be impacted. The cost was considered.

13. What plans will be made for noise mitigation?

Answer: Noise mitigation plans, if any are warranted, will be investigated after the project is funded and environmental studies begin.

14. Why isn't the plan for I-73 to take a more direct route down 220 to connect to Painter Blvd?

Answer: An assumption going into this study was that I-73 would come down the US 220 – NC 68 connector. Where would you tie a more direct route into Painter Boulevard and leave at least one mile spacing between interchanges, and avoid critical watershed?

15. We understand there is an underground lake on N Bunker Hill. Was this factored into environmental impact and the impact on the water table?

Answer: The study did not uncover such a lake. If such a lake exists, it will be identified in the more detailed environmental studies later in the process.

16. Explain to us the need for a N. Forsythe connector when the Winston Thoroughfare Plan shows this traffic pattern as unnecessary (Bruce I didn't quite understand this one without looking at the Winston thoroughfare plan which we should do before we do)

Answer: I am unsure about your statement. If the project was unnecessary, it would have been dropped from both the Winston Salem Thoroughfare Plan and the Long Range Transportation Plan. The Airport Connector is anticipated to have about 23,000 vehicles per day in 2025, so I would feel that this is a very worthwhile project and would provide an alternative to I-40 which will be having capacity problems by 2025.

Public Involvement

17. Why did you listen to the public, come up with an “alternative 5” and then go back to 2?

Answer: After the public meetings a few other scenarios were discussed but after further consideration, none were thought to warrant further study. Alternative 2 was felt to best meet the goals of the study. An Alternative 5 is not included in the report documentation.

18. On some of the Alternatives, there is an interchange at 150 on the N Forsythe Airport Connector but it isn't shown on Alt 2? Why not? And if it's supposed to be included, why isn't it counted among the planned costs?

Answer: That interchange is an element of the Winston-Salem Thoroughfare Plan and was an initial assumption to all scenarios. The cost estimates were based on new or improved thoroughfare plan corridors that are not part of an adopted plan.

19. On page 41 of your plan, in the disadvantages of Alt E (#1), you list “Concerns that the future I-73 corridor may be routed down I-40 Business if constructed.” Please explain.

Answer: This was a concern stated at one of the Airport Study meetings. This alternative would directly connect I-40 Business and I-73, unlike some of the other alternatives. There is a strong local desire to connect I-73 to Painter Boulevard.

20. On page 57, you list as a disadvantage for Alt I (#3), “More Northern than any of the other alternatives.” Please explain.

Answer: If you compare this Alternative 3 to the Alternatives 1, 2, and 4, the corridors are located more to the north. The more you move the alternatives north, the less traffic benefit you get from the corridors.

21. On page 69, you list as an advantage for Alt L (#4), “Maximizes existing roadway capacity” and also “Would likely be the easiest to be permitted through the resource agencies.” Please explain.

Answer: Alternative 4 has the least amount of new location facilities and uses the relocated Bryan Boulevard. The environmental resource agencies prefer using existing roadways where possible.

The following are individual comments and responses (where applicable) submitted to part in electronic format.

1. April 24, 2003

Mr. Tyler R. Meyer
Transportation Planning Manager
City of Greensboro
Department of Transportation
300 West Washington Street
P.O. Box 3136
Greensboro, NC 27402-3136

Public Involvement

Dear Mr. Meyer:

Thank you for taking time to talk with me Wednesday, April 16th about the proposed thoroughfare amendment that will connect I-40 from the Study Ridge Road interchange with NC Highway 68 at the proposed Pleasant Ridge Road interchange. As we discussed, I presently represent Mr. James Potts, who is trying to sell his land at 9069 W. Market Street. Due to financial considerations, Mr. Potts, who is trying to sell this property as soon as possible and the proposed routing of this connector severely limits its marketability. North Carolina's requirement of full disclosure of all material facts in Real Estate transactions makes the sale of this property a dead issue for the foreseeable future if the thoroughfare amendment is approved. Please note that no matter which alternative routing of the connector is approved, (alternative 2 being the favored routing at this time) the impact on Mr. Potts' land is the same as all four routings go through the middles of his property.

I would request that this letter be made a part of the record of the Airport Area Transportation Study and that if the connector is approved by both the City of Greensboro and by the State, that Mr. Potts be immediately compensated for the loss of his ability to sell the property.

Should you have any questions, please call me at my office 387-2063 or my cell phone 402-1983.

Sincerely,

Minshall G. Strater
Realtor, ABR

2. Randy Harris, Homeowner
7902 Merrick Ct.
Greensboro, NC 27409

I believe it would make much more sense to keep the airport parkway extension in the plan, and continue it across Pleasant Ridge Road to intersect with the airport connector and Sandy Ridge Road extension. This would become, then, the I-40/NC-68/I-73 connector. This would make use of the planned Bryan Boulevard Relocation and eliminate the loss of so many businesses and homes between the part the problem connector crosses Oak Ridge and where it intersects the Sandy Ridge connector. The problem airport parkway extension would serve the same purpose, but cross much less densely populated areas. The proposed connector Seems to hit this water tower at NC-68 and Pleasant Ridge, which would be costly to move I would think. See attached map (on back).

3. Wayne Marshall
153 Marshall Smith Road
Colfax, NC 27235

May 13, 2003

We live on Marshall Smith Road (153). Our request is to move the connector road from Sandy Ridge Road west by at least several hundred yards. This would minimize damage to several houses and use land that has NO occupants on it. This would now be more acceptable since the N. Bunker Hill intersection is now a grade separation. Would you also send copies of the current proposal alternative 2. E-mail pictures are not as clear.

Wayne & Judy Marshall

Public Involvement

4. James Ragno Comment / Sandy Carmany Response

----- Original Message -----

From: SCarmany@aol.com

To: JAMESRAGNO@aol.com ; TONIRAGNO@aol.com ; keith.holliday@ci.greensboro.nc.us ;
rperkins@naimaxwell.com ; Vaughanlaw@aol.com ; blandre@co.guilford.nc.us ; mrakest@co.guilford.nc.us ;
"NCDOT:≤■■■■■■■"

Cc: newsmedia@ci.greensboro.nc.us ; brentm@partnc.org ; jim.westmoreland@ci.greensboro.nc.us

Sent: Saturday, May 17, 2003 1:10 PM

Subject: Re: Proposed I-73 PART Project; support for Alternative #3

Thanks for sharing your concerns about the proposed alternatives offered in the Airport Area Plan. I am well aware of the impacts that all the alternatives pose to various residents and property owners in the area and want to find the best route with the least impacts if possible. GDOT staff is currently taking another look at Alternative 2 to see if it is feasible to nudge the line on the map out of the neighborhood(s) without compromising the traffic capacity, etc. which they hope to have available at the May 28 meeting.

I recently met with Janet D'Ignazio, head of planning operations at NCDOT, to discuss this plan and its implications. We are apparently in a "Catch 22" situation where more detailed studies cannot be conducted to better identify those impacts until we actually "put a line on the map" to start the process. She assured me that no matter which alternative is selected by the TAC (Alt. 1, 2, 3, 4 etc), once the detailed study process begins, ALL the alternatives would be back on the table and evaluated before a preferred alignment is selected. This detailed study will address all those questions/concerns you cited. And "best case scenario" which assumes all funding is in place (which it is NOT) and there are no significant problems with wetlands, historic properties, etc. would not see any construction for 12-15 years; reality says 20-30 years is more likely.

Bottom line -- I know it's scary to see those lines in one's neighborhood, but at this point -- and for a long time to come -- that's all it is, a line on a map. I cannot recall a single project that ended up being constructed exactly where the original "line on a map" was placed due to information discovered during the detailed analysis/planning stages. You certainly will be kept informed and please continue to share your comments and concerns to us as the process goes on -- but please understand that your concerns cannot be adequately evaluated and studied until that process gets started, which means putting a line on the map, and that line is likely to move numerous times before a final decision is made years from now.

Sandy Carmany

James Ragno
8593 Bay Ron Drive
Colfax, N 27235

I would like to express my disagreement with the proposed Alternatives #2, #4, and #1. I believe it makes no sense to route I-40 and purpose I-73 to within 1 mile of each other, when there is plenty of land farther north. In addition, our community (Bull Runn) was not even listed on the planning map; were there other houses built that will also not considered in planning? *I believe plan #3 would present the best option.

Public Involvement

5. Katie and Eric Hunsucker
8206 quail creek dr
colfax, nc 27235

To: TAC

As residents of (Quail Creek or Woodfield) neighborhoods I want to express my concern about the recent proposal to the Greensboro Urban Area Thoroughfare Plan and its potential impact on our relatively new neighborhood.

Understanding the supporting data between the 4 previous plans proposed this past November, it appears that little consideration was given to how Proposal #2 would impact not only the immediate path of the roadway but also the detrimental effects of the neighborhoods, particularly new developments like Quail Creek, Woodfield, and Bull Run. Some of our concerns include the devastating impact the proposed highway would have to our tranquil environment, not to mention the significant decrease in property values, increased noise and pollution. These two developments alone have over 350 residents that will be impacted directly or indirectly by this decision.

I understand that these plans are "conceptual" at this point of the planning stage, however, you must realize that you are dealing with a constituency of residents who purchased their homes in a area of development based on proximity to work, schools as well as to secure the value in their homes. The notion of creating new highways in support of the increased traffic seems not only insensitive to cut through new developments but devoid of proper planning and property owners interests.

Information shared recently within our neighborhoods indicates that far too many questions need to be answered regarding DOT/PART's recent study. Data indicated on the comparison (evaluation) grid is incomplete. Examples include: Lower than actual average home costs; no grade separation or access road costs for Woodfield factored in the projected cost; little explanation of the impact on environmental-watershed concerns; and the congestion of intersections of Pleasant Ridge Rd. and Highway 68 – this particular intersection will be mammoth to take into consideration of local and throughway traffic (including school buses).

We strongly, urge you to reconsider Alternate #3 (as our neighborhoods collectively support). We also urge you to give this study more time and delay a decision at the TAC meeting until more information can be both shared and understood.

Thank you for your consideration.

Sincerely,

Katie and Eric Hunsucker

Public Involvement

6. Don Davenport



Public Comment Form

April 24, 2003

**Piedmont Triad Airport Area Transportation Study
AND
Greensboro Urban Area Thoroughfare Plan Proposed Amendments**

Your input is important! In the space below, please provide your comments. All comments received will become part of the study record on these corridors and will thereby be considered in any follow-up studies and work. All comments will be reviewed and considered by the TAC in their decision on the proposed amendments (use additional sheets if needed).

As a former project manager and project management trainer for a fortune 50 company I have a tendency to look at the proposed options from a different perspective than many of my neighbors. It concerns me greatly that this document is being presented to decision makers with as many apparent discrepancies in developing the decision matrix as exists in the study document. It seems that the data being presented has been "massaged" to support a desired outcome "Alternative 2" rather than present accurate data across the board. Major cost items were missed or ignored in alternative 2's section of the matrix; water tower at the corner of Pleasant Ridge and Hwy 68, and road access to the Woodfield subdivision. The cost estimated shown in the matrix for Alternative 4 is highly questionable in that it has the fewest miles, least amount of new interchanges and an obviously inflated grade separations number. In the soft impact areas no surface water impact is shown in matrix for alternative 2 whereas at least three existing water bodies bi-sectioned. There are number of other discrepancies as well.

While this project will take years to even reach the funded stage, where the lines show on any published map impacts the housing values and marketability of homes both directly impacted and those within 1000 feet or so of the propose roads. The NCDOT procedures and this study document do not include those homes with proximity impacts and since alternative #2 directly impacts three of the most densely populated areas of the general study area it has by far the most proximity impacts of any of the alternatives.

(See Attached for continuation)

Please submit completed comment forms to PART, using any of the methods listed here:

Mail:	PART 6415 Bryan Boulevard, Suite 18 Greensboro, NC 27409
Fax:	(336) 662-9253
E-mail:	scotttr@partnc.org

Please submit all responses by May 21, 2003. – Thank you for your input!

So that we may better respond to your concerns, please fill in your name and address.	
Name <u>Don Davenport</u>	Phone <u>336-552-8255</u>
Affiliation <u>Quail Creek</u>	Fax _____
Address <u>8301 Quail Creek Dr.</u>	E-mail <u>don.qc@doubledsystems.com</u>
<u>Colfax, NC 27235</u>	<input checked="" type="checkbox"/> Check here if you would like to be added to the PART mailing list.

Public Involvement

While I fully support the need for more limited access roads in the Western sections of Guilford County I cannot believe that placing roughly parallel roads of interstate standards 3-4 miles apart represent good planning. It would make much more sense to separate the roads by approximately 10 miles and develop a network of 4 or 5 lane feeder roads at 1-2 mile intervals to handle local traffic and to provide access points to the interstate level roads. There are of course two methods for handling traffic volume increases – more lanes or more roads. It was related that some of the longer alternatives (more northern) were downgraded because of increase pollution problems due to the mileage. There is a whole lot less pollution created by a vehicle traveling over a route in 10 minutes than one sitting in a traffic jam for 30 minutes due to intersections too close together and traffic flow systems that stop you at every light as most do in Guilford county. Heck getting adequate traffic control systems in place and having competent people with state of the art flow control software setting the system up would reduce emission by 15% to 20%, not to mention the increase in traffic volume capabilities. A whole lot cheaper too!

None of the alternatives consider the impact on the community during construction. Pleasant Ridge / Hwy 68 intersection has a significant traffic flow and placing an interchange in that area will cause major traffic problems for years considering the NCDOT's apparent project management philosophy, capabilities, or the funding methods that won't allow a project to be completed in a reasonable amount of time (I haven't yet figured out which is the problem). PART has indicated that there may not be access to this interchange from Pleasant Ridge which would translate into no access from Pleasant Ridge to Hwy 68 as well. This reduces the access to our neighborhoods significantly and of course will impact housing marketability and value. Currently almost everyone living in this area utilizes Hwy 68 daily.

7. John B. Gee, PE
25 Apr 03

Scott:

Thank you and the City of Greensboro and NCDOT for the information provided last PM concerning the pending road construction in western Guilford count around the airport.

I was very disappointed in the overall presentation. Only the City of Greensboro exhibit acknowledged the FEDEX project. No one was prepared or willing to speak to the impact of the widening of Old Oak Ridge Road to accommodate the truck traffic to FEDEX.

NCDOT was particularly evasive in answering impact questions. They came prepared for "spin control" and not for information exchange. To every question, they responded, "This is a preliminary study" or "This won't happen for 15-20 years."

The lack of representation from the Airport Authority depleted the effect of the meeting.

I feel that either:

1. The efforts of NCDOT, City of Greensboro, and the Airport Authority are poorly coordinated, or
2. There is a deliberate effort to conceal the full impact of all the projects from the public. I would never trust NCDOT to provide honest full answers. They appear to be locked in on the old "Don't ask, Don't tell" policies. If a direct question is not asked, don't tell the citizens anything until the project is underway. If a question is asked, spin the answer to conceal the facts.

I live in the area heavily impacted by the proposed FEDEX activity, but the road construction has the potential to have far more devastating effects.

Public Involvement

I will attend the next public hearing to further investigate these projects. I will bring a few knowledgeable friends with me.

John B. Gee, PE

Please add me to your mailing list.

3617 Buffington Place Greensboro 27410

Tel 339 5205 E-mail Geelear@aol.com

8. Harry Clapp

PIEDMONT TRIAD AIRPORT AREA TRANSPORTATION STUDY

Many, if not most, of the road changes involved in this study revolve around the cargo hub and associated third runway proposed for this airport. By most logical reasoning, this hub should not even be located in this already environmentally sensitive, residential area. From an overall state-wide transportation standpoint, this cargo sorting/distribution facility should be located at the less environmentally sensitive Global Transpark near Kinston that was built for such a purpose and is now struggling from lack of use. Rather PTIA should be devoted to PASSENGER transport so people from this area would not have to drive to Charlotte or Raleigh-Durham to take good flights.

The argument is made that locating a cargo hub here will create jobs. A counter-argument holds that such jobs will be low-paying part-time jobs and not the high-tech jobs that are sought for this area; and that this hub with its environmental detriments will discourage high-tech companies from locating here. Overnight delivery is now available for truly urgent, time-sensitive deliveries. It is not the intent of these comments to debate the economic advantages of locating a cargo hub here, but to point out the associated transportation implications.

The unnecessary third runway that seems to be a condition for locating this cargo hub here causes some of the most costly proposed road changes such as the relocation of Bryan Boulevard and Old Oak Ridge Road. (A third runway would not be needed for improved passenger service as was demonstrated when Continental had a hub operation here with a large number of daily flights.)

It is further not the intent of these comments to debate the virtues of "Plan A" versus "Plan B". However to this observer from the other side of the county, it appears that, in typical NCDOT fashion, many alternate designs are intended to usurp the most land, destroy the most houses, and otherwise cause the most disruption to people's lives. With the improvements to I-40 (including Bus. I-40) toward Winston-Salem, the need for all these new multi-lane highways/connectors is questionable. (This appears to be another effort to "pave over the entire countryside".)

Rather, the intent is to encourage more use of energy-efficient, environment-friendly, land-conserving rail transportation in lieu of so much dependence on highway and air transportation. The current issue of RAIL magazine (of which I know Brent McKinney has a copy and Jim Westmoreland must have a copy since he is quoted therein) contains some very articulate, convincing articles on the advantages of rail transportation. The lead article by Gene Conti, Chief Deputy Secretary of NCDOT covers the state-wide implications of more use of rail, and Jim Westmoreland, Greensboro's Director of Transportation covers the local situation. To counter the argument that a "Rail" magazine would be biased, refer to the article "A Push for Rail to Play Bigger Role in Future" in the October 1, 2001 issue of Engineering News-Record, The (National) Construction Weekly that should be considered unbiased. (This should be available at the library, but I will furnish a copy to anyone requesting one.) This article was published after 9/11 and has some examples that might be applicable locally.

Public Involvement

How would more use of rail affect the road changes that are the subject of this study? Early construction of the proposed rail corridor between Greensboro and W-S, that comes within about a mile of the airport and could easily be connected by a shuttle, would obviate the need for so much road construction. (And keeping a cargo hub away from this airport would negate the perceived need for more roads.)

9. Email from Bruce Bunce / Question / Response From Brent McKinney

----- Original Message -----

From: "Bruce W. Bunce" <bbunce@triad.rr.com>

To: <scottr@partnc.org>

Sent: Monday, May 19, 2003 10:39 AM

Subject: Need for interchange on Beeson Rd./Alter #2.

Scott:

Over a week ago a question was posed about the need for an interchange on Beeson Rd. in the proposed Greensboro Urban Area Thoroughfare Plan. Can you answer this for me?

Bruce W. Bunce

May 19th, 2003

Text from original response by Brent McKinney

Bruce,

I will attempt to answer your question regarding the need for an interchange at Beeson Road as follows: When planning new roadways, the need for every interchange must stand on its own merits, that is, each interchange must be justified on the basis of traveler (user) benefits versus the additional cost of right-of-way and construction cost.

The travel demands for the design year 2025 based on our normal (which I think is low) growth rate for the northwest area of Guilford County justifies the intersection. The road user benefits will outweigh the additional costs.

Think of it this way, the ideal roadway system is composed of a good balance of different types of roadways. Freeways provide for uninterrupted traffic movement and local roads provide driveway access to local property and other roads fall somewhere between these two types and try to balance the need for mobility versus access.

With the ideal mix of different types of roadways, motorists can penetrate an area easily on the "freeway" and then travel a short distance on local streets to each the destination. Without the freeway or access to a nearby freeway, motorist must travel greater distances on local streets, thereby, adding to travel time, congestion and safety problems. The road user benefits are quantified on the basis of reduced travel time, reduced congestion and safety problems. The user benefits are then compared to the total costs of providing the interchange.

Bruce, I hope the above information answers your question about the need for the interchange at Beeson Road and gives you further insight in to the planning process. If you have further questions, please do not hesitate to let me or others know.

Public Involvement

10. Craig and Susan McMinn

Dear Sir,

I am a homeowner in the Woodfield Development and would like to express my interest in the proposals currently being considered for the Airport Connector.

Proposals #1 and #2 will run directly through not only my development but others in our area of the county. Our development is relatively new and , of course, none of the homeowners to include the most recent were told of the airport connectors when we made the investments in our homes. Some of the homes in Woodfield , to include ours, are sizeable investments and we have taken great pride in maintaining a beautiful community since we built our houses. We were told when we moved into the development that the area would continue to prosper as a housing development and we have contributed to our lots and the area for over six years.

Two of the proposed highways as connectors (#1 and #2) would destroy our sense of community. There needs to be development in a county such as Guilford and it appears as if proposal #3 would suit the needs of both allowing easier access to the airport and to Bryan Blvd. I urge you to look hard at the impact of totally reconfiguring three prime developments (Woodfield, Quail Creek and Bull Run) as opposed to planning a connector that runs north of our communities such as connector #3. Connector # 3 will enable transportation issues to be resolved while upholding beautiful housing communities that ultimately will add to the fabric of the area. Connector # 3 will, in my opinion, create a much more valuable community to the entire area. The other options being considered will destroy property values and thus investments in all mentioned housing developments in the northwest portion of the county. Thank you for your time and consideration. Please look at our interests as if they were your own.

Sincerely,

Craig and Susan McMinn
7903 Merrick Court
Greensboro, N.C. 27409

11. Peter Draeger Comment / Response from Sandy Carmany

----- Original Message -----

From: SCarmany@aol.com

To: PDraeger@aol.com

Cc: newsmedia@ci.greensboro.nc.us ; brentm@partnc.org ; jim.westmoreland@ci.greensboro.nc.us

Sent: Saturday, May 17, 2003 1:32 PM

Subject: Re: TAC Recommendation - Airport Area Transportation Study

I've found that the only "constant" one can count on is that "there will always be change." Your whole area with its proximity to the airport and the proposed FedEx hub and related development is obviously already experiencing "change" in a big way. I wish I could offer you more encouraging words, but all the forecasts I have seen predict that that general area of I-40 / NC68/ Market St./ Pleasant Ridge Rd. vicinity will experience tremendous economic development.

I honestly do not know how the members of the TAC will vote on the proposed 4 alternatives -- at this point, they were developed and evaluated by professional staff persons at PART, NCDOT, GDOT, etc. That discussion and

Public Involvement

potential decision will occur on May 28. I do know that Alt. 4 that you said you prefer does create a bad transportation scenario in that it concentrates all the cars/traffic on the same segment of roadway at one point which = instant traffic jam and might not be the best choice transportation-wise.

I DO care about the impacts on individual properties as well as having to consider what is best for the whole community. I also realize that when a line is moved off one person's property, that means it goes onto someone else's and affects them. That's what makes these decisions so tough.

I was not aware you would be attending Monday's meeting -- I was given two names only. Please understand that I will be enroute to a meeting in Kernersville that I must attend and will be available for only a short time for the meeting with Mary. Looking forward to meeting you.

Sandy Carmany

12. To Sandy Carmany

My name is Elena Loiselle and I am a resident at Bull Run. I just moved into this brand new development last October. I want to express my concern about the recent proposal to the Greensboro Urban Thoroughfare Plan and its impact on my new neighborhood.

I believe that proposal #2 would be detrimental to my neighborhood and other new developments such as Quail Creek and Woodfield. The impact of these developments would cause significant decreases in property value of these new developments, would increase noise and pollution, and would tranquil or environment. I believe that this proposal affects an increased number of individuals compared to alternative #3 which appears as to have a lower overall impact on individuals.

I understand that this is at a conceptual point at this time, although over the past several years as building and development permits were continually given in these areas, the conceptual process was simultaneously occurring. Now that these new neighborhoods are formed, it is important to recognize the impact of this decision on the residents. The need and development of new highways may be required in the future, although it seems insensitive to cut through new developments.

I do not believe that all the proper questions have been answered. As a resident of Bull Run I am concerned because when looking at the maps and plans it appears that they do not include our development. Data indicated on the comparison grid appear incomplete as it appears to have lower than average home costs, no grad separation or access road for Woodfield, little explanation on environmental-watershed concerns, congestion at intersections, and concerns of local and throughway traffic.

I hope that you will reconsider Alternative #3 and delay the decision in order to obtain and share information that is more complete.

Thank You for your consideration

Sincerely
Elena Loiselle
8595 Bayron Dr
Colfax, NC 27235

Public Involvement

13. Penny Rowe
3396 Fallswood Court
Colfax, NC 27235

Due to the current expansion projects and plans and the construction of Painter Blvd., I believe that the roads in this plan are unnecessary. This will be an expensive cost that is a waste of taxpayer dollars and will affect many existing homes.

14. Dave Rowe
3396 Fallswood Court
Colfax, NC 27235

I believe that the alternatives are not needed plus would be a waste of tax payers money.

15. Steve Bruce
P.O. Box 18565
Greensboro, NC 27419

As all of our parents have taught us, your first decision or solution is generally the right decision. And in this case, I think that is true. Many hours of study and thought have gone into you making the decision for alternative #2. DO not be persuaded to change your decisions by special interest groups who are now coming forward for personal reasons. The many, (taxpayers and concerned citizens), should not be punished with a higher cost of building these roads and greater impact on the environment, due the few, (homeowner organizations and special interest groups), whining because the road will have a minimal impact on them. Do the right thing, and remember what you mother always told you. Go with your first instinct and decision; move forward with Alternative #2.

16. Heather Faith King
8597 Bayron Drive
Colfax, NC 27235
Affiliation: Bull Run Subdivision

My family would like Alternative #3 because it would have the least impact on our community as well as those affected by all plans. We would suggest the road be paved far north from our subdivision. This would keep the noise level to a minimum for all of our neighbors. The houses in our subdivision range from \$230,000-\$350,000. Thank you for your careful consideration.

17. Henry McLean
3392 Fallswood Court
Colfax, NC 27235
Affiliation: Syngenta Crop Protection

In my opinion, the proposed thoroughfare plans and the proposed amendments to the MPO should be rejected. In simple terms there is no factual justification included in any of the attached or provided documents that are based on data, only emotion and speculation. Therefore, emotion should be considered in the debate. This comment form indicates that individual comments will be considered and incorporated by the agency(s). In fact, a significant

Public Involvement

number of the previous comment forms, expressed the opinion on "NO BUILD." By the omission of involved officials at the most recent public meeting, the officials saw the public comment as not being a "real" option and thus public opinion was ignored. Does this agency have the right to ignore the public opinion? Are they guided by divine direction and know what is best for all the rest of us without such direction? I must be confused, I thought we ended that era in 1776 with the American Revolution. I have serious questions concerning the legitimacy and appropriateness of a group of non-elected multi agency "officials" making plans for land use with no accountability to anyone. Who sponsored this study? What or who gives this group authority? It is interesting that NONE of the involved officials live anywhere near the affected area????? Since the roads proposed are such a good deal, maybe their neighborhood needs a few new thoroughfares. No, this is a cleverly contrived and disguised plan to accomplish two "major" stealth objectives. First is to provide Federal Express with dedicated highways. More likely this is designed as a continuation of the subsidy for Fed-Ex at all cost to local residences. But wait a minute; the proposed roads are so close to I-40 /I-40B that even that does make sense. Why not continue the widening and development of the established thoroughfares like I-40, Hwy 68 and Hwy 150 all of which are involved in the new roads. No, this would be logical and not serve the second stealth objective. Is part of the hidden agenda to open and control the development of a portion of the county that has thus far maintained the integrity and character of the areas that makes the area a good place to live? Of course, someone could be poised to purchase and speculate on the land in the area at considerable profit. Lets see, if commercial, and so on and so on. But first you develop houses, and then devalue them before development as commercial. Look at Wendover or the Cardinal or the historical perspective. Simply put, something stinks in this entire program. I intend to find out what and who. In the last three years there have been 4-5 Airport Connector Route. I live in one of these developments in a new house that I built. We looked carefully and inquired about future roads and other developments. There was never any mention of this project. Now, I find that Forsyth County has had a road on their projects county map drawn to the Guilford County line and labeled as an Airport Connector since 1987. there are very few routes a connector could take in the short distance from Forsyth County line to the Airport. Why was a corridor for this road never included in Guilford County development maps? Why was this project only disclosed after the major developments?

18. Susan McLean
3392 Fallswood Court
Colfax, NC 27235

Same exact comment as Henry McLean.

19. Chad Beckett
8589 Bayron Drive
Colfax, NC 27235
Affiliation: Bull Run

Please consider alternative #3 for your final proposal. Alternatives #2 and #4 would have devastating effects on our community.

20. Jenny Beckett
8589 Bayron Drive
Colfax, NC 27235
Affiliation: Bull Run

Same comment as Chad Beckett.

Public Involvement

21. James S. Holmes
3393 Fallswood Court
Colfax, NC 27235

The most sensible alternative is to upgrade and expand existing roadways (421, 68, I-40) not to build new ones that will only result in wasteful spending. Once again greed is being paraded in the name "progress". The only "winners" in the new roadway proposals are the developers, not the hard working, tax paying families who will be adversely affected by this so called "progress". If the proposal for new roads must move forward I support PART's recommendation of alternative #2.

22. RE: airport area transportation Study

May 21, 2003

Dear NCPART,

I find fault in several areas outlined in this proposal outlined April 24th 2003.

First, let me begin by stating NCpart's objective to increase access to airport area. For citizens of High Point, Winston-Salem, does not begin by making us drive more miles to reach the airport. Simple Physics – farther away means more distance, means LESS ACCESS to airport area. Another P.E. excuse – Professional Excuse-poor excuse.

During statements about congestion at I-40 and Hwy 68, reference is to this area a a Interchange, it is not!. Grade separated yes, but exit and entrance ramps that have stoplights in them, does not mean interchange. This is nothing more than a intersection, and the real reason for all congestion at I-40 and Hwy 68. Must have been good for the Commerical Developers too. They're the one's who benefited from this, not the driving public, or the air quality.

But, to begin with the detailed areas:

1. Bryan Blvd. relocation NO, it must not be relocated, it needs to stay where it is. Doing so allows the new runway to move further north and not bisecting the approach and departures courses to runways 14,32. Also, allows unobstructed clearways for runway 14,32. Absolutely wrong to move Bryan Blvd, must build bridges ant tunnels to serve new runway and taxiways. Got them in RDU airport, Why not here???

My only thought as to why NCDOT would think such thing is Federal funds must be available to build new roads vs. upgrade existing ones. Enough land is there for Bryan Blvd. to remain where it is. Bridges and tunnels can be built under the proposed new runway and taxiway. It'll cost more money, but that's not one of the objectives listed in the Airport Area Plan Goals.

2. no mention is made of eliminating the stop-lights /intersections all along Hwy 68. Just a couple years ago, NCDOT made recommendation to City of High Point to eliminate many of them and install collector streets. Sounds good to me lets begin it. The areas bounding Hwy 68 are major employer areas, so a lot of people driving to/from work. Since stoplight create so much congestion and delays, many people drive the side roads (Sandy Ridge Road) and cut across Hwy 68 at the stoplight to their employer entrance. Makes cense right!! You bet it does, why drive thru several stoplights when you can deal with only 1 maybe 2 stoplights.

Public Involvement

Another example is avoiding the issue to eliminate the stoplight-intersection at Hwy 68 and Triad center drive. Traffic backs up for over a mile because of this stoplight and ones at hwy 68 and I-40!!! Solution, close the stoplight, intersection and redo the exit ramp at hwy 68 and W. Market St. place a exit ramp at south side of Hwy 68 for W. Market and a tulip tunnel under 68 for North bound traffic to access areas there. Too.

Same reason so much traffic uses W. Market and pleasant Ridge roads, they avoid the traffic backups on Hwy 68, Triad drive, I-40 and Bryan Blvd. and Regional roads. Why the traffic backups- STOPLIGHTS!!!!!! And Left turns create congestion, not eliminate it. Make more use of Right turns and entrance/exit ramps without stop lights!!!!

3. Speaking of congestion at Hwy 68 and I-40. no need to build a separate highway from I-40 splits if you'll build a flybridge high overpass for east-bound I-40 traffic to access north bound Hwy 68. Got them in RDU airport area and CLT beltway, So why not the triad Airport Area. Sounds good to me. that way, NCDOT and Cities of Greensboro, High Point, and Guilford Co. won't lose tax paying properties to ill-sighted, ill-concocted road plans-MPO's. I do not want to pay more taxes because of poor planning trying to build new roads, while current roads need to be improvement to eliminata to problems. Do not need more poor P.E. planning for us.

4. The Sandy Ridge road plan (S.D. road) would not be needed either. By closing the intersections on Hwy 68. the drivers could/would use Hwy 68 unimpeded to/from the airport areas. Besides too many problems already are there at S.R. road and I-40 bridge. Example, DOT closing of westbound entrance ramp to I-40 was ridiculous. Instead of clover leafing to the right, the westbound traffic has a protected stoplight-LEFT turn late, and southbound traffic on S.R. road. So, now traffic backs up into southbound intersection because of traffic waiting for protected stoplight to change, even when no vehicles are present, gee thanks a lot for such fine planning!Q?!?!?!@?

And no mention of cost to buy all the lands for this, losss of taxes paid on these lands, and cost to relocate businesses and industries in this area and others. What is that cost.

Look at the congestion at I-40 and N. Sandy Ridge road/Triad drive. More stop lites and left turn lanes have created another SNAFU. This NCDOT just recently did and during rush hours, it creates gridlock.

5. Lastly the Winston Salem Airport connector. Wrong!!!! I-40 is 8 lanes and it the flybridge to airport area is built, would save having to destroy private lands and homes for more roads. Especially, since entrances to airport would be only one, for now, the way you and other groups have planned!!!! Spend a little more money and save the tax bases for local economies.

By expanding the existing roads to accommodate more lanes and more vehicles, this will allow free/unimpeded movement of vehicles to and from the airport areas. The conculsion is a lot of these proposed projects do little to solve the traffic needs right now and near future. ie: look at how far back traffic backs up at Bryan Blvd and new Regional road stop lite each day, its unreal!!! Poor P.E. planning. Until really good projects are presented, these are not solving anything, but more work for NCDOT.

And I do not want to drive 6 more miles to and from the airport, for sake of NCDOT not wanting to build bridges!! Did anybody notify the High Point citizens and Winston-Salem. How about the Randolph and Davidson County residents? This is a PART project right? All PART member counties should have been told?

Public Involvement

My last comment is how NCDOT has picked the least costly methods proposed- Wrong! Least costly to NCDOT, but most costly to local economies loss of tax base. And it truth be know, probably the most costly in total expenditures for buying lands/homes/business's, construction, and wasted time fixing the real problems.

Thanks,
Rob Fricke

23. Scott,
As promised, the other comments for the record of 4-24-03 meeting

Rob Fricke

-----Original Message-----

From: Gregg Morris [mailto:plgregg@ci.high-point.nc.us]
Sent: Thursday, March 07, 2002 2:53 PM
To: Rob Fricke
Subject: Re: airport area plan

Rob,

The proposed project runs only from Skeet Club Road to the southern ROW of I-40. Anything further north is way, way down the line. I don't think your last statement would get much argument from many people.
Gregg

Rob Fricke wrote:

Gregg,
I understand. My concerns is Johnson St. project will need coordination with City of GSO, Guilford Co. and NCDOT. And Southern railraod, PNGC, and other Businesses along Sandy Ridge Rd. The problems this project creates is High Point-Johnson St. ball park. numerous homes, churches, and cementaries. The Farmers Market, Ready Mix Concrete. another BIG road over watershed to Oak Hollow-drinking water contamination Rebuilding the bridge at I-40 for thoroughfare status. Designing and building a bridge over RR at/and (old 421)W.market St. Which, by the way, is a major access road to I-40 for commuters from GSO to W-S-alot of vehicles turning. Lastly, creating a new road/route to airport. I know, Market St is a nightmare 2-lane/lots of stoplites, intersections.OUCH. Thats why I strongly believe improve 68-40 first.

Many thanks.

Rob Fricke

-----Original Message-----

From: Gregg Morris [mailto:plgregg@ci.high-point.nc.us]
Sent: Thursday, March 07, 2002 7:48 AM
To: Rob Fricke
Subject: Re: airport area plan

Public Involvement

Rob,

When the committee chairs presented the Vision Statement, High Point officials emphasized how important the Johnson Street/Sandy Ridge Road project is to the city and their concern that the project would get lost in the public mind amid the better-known problems of I-40 and NC 68. It is unlikely that the project will be funded in the near future given the hundreds of projects across the state and budget concerns. However, it will be funded eventually; and the sooner it gets on the TIP, the sooner it will be built. I see no eventuality that improvements to Johnson Street/Sandy Ridge Road will occur at the expense of I-40 or NC 68.

Gregg

Rob Fricke wrote:

Gregg,

Thanks for the reply. I question WHY then address specifically this road project. Better to specifically address the Hwy 68 and I-40 road issues. Current (and yes future) problems need our attention, not a "extremely unlikely" one. I say drop the Johnson St./Sandy Ridge Rd. sentence and strongly state Hwy 68 and I-40 improvements. I'll miss most of the meeting, Wife flying back from business trip-7.30 pm.

Rob Fricke

24. Scott,

Attached are my comments, which I am submitting to you regarding the April 24 meeting. Thank you for the opportunity to express my concerns.

Sincerely,

Jean M. Black
4103 O'Briant Place
Greensboro, NC 27410
336-393-0393

NCDOT Public Hearing ~ Proposed Relocation of Bryan Blvd. from Regional Road to West of Inman Drive

Comments given 1 August 2002

In the NCDOT Public Hearing Notice for this meeting I quote:

"The facility will maintain full control of access characteristics – access will only be allowed at interchanges – and will be constructed to interstate standards as it will be part of Future I-73."

For the past year, I have been reading that Greensboro wants to encourage residents to take personal responsibility in reducing traffic congestion.

If Greensboro is trying to get residents to take personal responsibility in reducing local traffic congestion, why are our government officials proposing to bring I-73 from NC68, east through BelAire Golf Course to Bryan Blvd and then flowing into Painter Blvd to reach I-40?

Public Involvement

This is not going to reduce traffic congestion for local traffic. Painter Blvd was proposed, many years ago to relieve traffic congestion in the growing City. Now the City has grown beyond the Blvd in many areas.

My recommendation would be to direct I-73 southwest from NC68 junction to an interchange with I-40. That would keep interstate traffic out of the city flow and help reduce traffic congestion for local traffic. Specifically this would keep interstate truck traffic out of the city traffic flow.

I have submitted these same comments, in writing, to NCDOT Division 7 at the public meeting on November 28, 2000 at Bur-Mil. They were also submitted in writing to the Airport Area Plan Update Committee on August 15, 2001 and to the City of Greensboro Comprehensive Plan Committee on June 10, 2002.

Jean Black

25. The Hunsuckers
8206 Quail Creek Drive
Colfax, NC 27235
336 664 0389

May 15, 2003

Dear Ladies and Gentleman,

We are writing on behalf of our concerns related to the new proposed DOT / PART "Painters blvd". We are very much in the effected area if this is allowed to continue as proposed. I am not sure how you all would feel if a 6-lane highway ran through your front door. Or better yet took your home you worked soo hard for, OUT !! When we bought these NEW homes we were never informed of a highway running through our yard!! We have paid over 250 thousand for this home and you are getting significant tax dollars from us. How can Guilford County even afford to purchase 29 homes averaging 300 thousand and 5 businesses and 1 church? We realize no one wants it "in their backyard", however have you really thought this through? Not to mention the cost of providing Woodsfield subdivision a new entrance that could cost over 600 thousand dollars. Not to mention we were told your objective was to divert traffic away from the airport yet your plan does the direct opposite. What are your plans for our Pleasant Ridge Road water shed tower? This is not even mentioned and would be a great negative impact.

We would like you all to answer our concerns clearly and precisely. Will you plan to pay all the neighbors whose property value will fall drastically? We cannot even list our home currently because you all have new buyers so concerned they will be living in the middle of an 18-wheeler hell. We of course would like you all to drop Painter blvd from coming out here at all – but since that is not possible please consider the lives you are impacting. Also, as significant taxpayers in home over 300,000, consider how you are needlessly spending OUR tax dollars. We in the affect neighborhoods will not let you all rest on this matter; we are registered voters and will work to remove committee members who are not using our tax dollars wisely!

Respectfully,

The Hunsuckers

Public Involvement

26. *Winston-Salem Journal*

Editorial

April 28, 2003

News Section, Page 8

Thinking Regionally

The Piedmont Authority for Regional Transportation is doing its job. A newly released study of approaches to the Piedmont Triad International Airport has a distinctly regional flavor. Most studies in the past have been local in nature.

The study, from the N.C. Department of Transportation, combines a number of proposals that have been on the table for some years into a \$190 million construction package. The transportation officials looked at many different plans before recommending this one, which also is the least expensive of the plans.

It'll be awhile before anything concrete happens. The local Greensboro and Winston-Salem transportation advisory committees need to sign off on the plan and so does the NCDOT board. If the plan survives those stages, it would be a dozen years or so after that before the detailed planning and environmental impact studies could be completed.

The study should have no effect on the building of the eastern leg of the Northern Beltway around Winston-Salem. The four goals of the study were:

To set the route of the proposed Interstate 73 as it relates to Greensboro's western loop road, to relocate Bryan Boulevard north and west of the airport, to improve airport access from Forsyth County and High Point, and to make the airport more accessible to public transportation.

The study was the work of state and local transportation officials who considered more than 12 alternative plans before choosing the least expensive one, for reasons other than cost, they said. Scott W. Watson, the project engineer for NCDOT's planning branch, called the choosing of the low-cost plan a coincidence. It's a happy coincidence.

The growing together of the Forsyth and Guilford counties has all the makings of an irresistible force. The need for regional cooperation can only grow, not just where transportation is concerned but also in many other areas, such as economic development and environmental protection.

Fortunately for the Triad, there is a working model for such cooperation in PART.

Public Involvement

Public comments that were submitted in other than electronic form are available at:

<http://www.ci.greensboro.nc.us/gdot/planning/thoroughfareplan/Comments%20Part%201.pdf>

and

<http://www.ci.greensboro.nc.us/gdot/planning/thoroughfareplan/Comments%20Part%202.pdf>